HEADQUARTERS FIRST AIR FORCE
CONR/CAOC
AIRSPACE CONTROL AUTHORITY
TYNDALL AFB, FLORIDA
23 SEPTEMBER 2005

JOINT TASK FORCE (JTF) RITA GALVESTON AIRSPACE CONTROL PLAN

SECTION 1 – General

1. **REFERENCES:**

    a. Air Force Doctrine 2-1.7, *Airspace Control in the Combat Zone*
    b. Federal Aviation Administration (FAA) Order 7610.4, *Special Military Operations*
    c. Joint Publication 1-02, *DoD Dictionary of Military and Associated Terms*
    d. Joint Publication 3-52, *Doctrine for Joint Airspace Control in the Combat Zone*
    e. Joint Publication 3-56.1, *Command and Control for Joint Operations*
    f. Multi-service Procedures, *Integrated Combat Airspace Command and Control (ICAC2)*
    g. United States National Search & Rescue Supplement to the International Aeronautical and Maritime Search and Rescue Manual, *National Search and Rescue Committee*

2. **PURPOSE:** This Airspace Control Plan (ACP) outlines airspace procedures for assessment, search, rescue, recovery and reconstitution operations in the FEMA-declared disaster areas along the coast of Texas. The ACP is directive for all DoD flight assets and participation for non-DoD aircraft is highly encouraged.

    a. It may also be used for other military operations within the scope directed by the Combined Force Air Component Commander (CFACC). It is designed to incorporate the FAA air traffic capability in the region coupled with the rescue resources of the military to form a cohesive unit. We have a tremendous responsibility and everyone is expected to maintain the utmost standards of professionalism during this operation.

    b. This ACP is based on the premise that ATC facilities will continue to be used if possible to provide VFR separation. Existing Air Traffic Control (ATC) facilities and communications will be used to the maximum extent possible. This document is in no way intended to supersede air traffic control procedures/instructions. Aircraft operating within Class B, C, D, and TRSA airspaces will operate in accordance with ATC airspace class requirements. This plan contains general guidance and procedures for airspace control within the RITA GALVESTON joint operations area.

3. **IMPLEMENTATION:** The guidance provided in this ACP is directive to all recovery operations aircrew; air, ground or surface (land and naval) forces; air defense sector; and any current and future Command and Control agencies; and ground, naval, and DoD forces. Strict adherence to this ACP, as well as FAA air traffic procedures will ensure the safe, efficient and expeditious use of airspace with minimum restrictions placed on civil or military aircraft. The key word being “Safe.”

    a. Changes to this ACP will be disseminated via Special Instruction (SPINS) and/or separate messages, as required, and then incorporated in the next edition. The Airspace Control Order (ACO) implements this ACP.

    b. This ACP is unclassified to ensure open and expeditious coordination and negotiation of JTF RITA GALVESTON mission airspace information is exchanged between the CAOC and the FAA.

c. This ACP only covers aircraft participating in the recovery mission. It does not include civilian aircraft, routine military training flights, or military aircraft supporting other operations. It is strongly encouraged non-participating civilian aircraft adhere to the guidance in this plan and follow the TFRs and NOTAMS to the letter.

d. The ACP is effective upon order by the Airspace Control Authority (ACA). The Airspace Control Order (ACO) is effective 1000z-0959z daily and published along with the Air Tasking Order (ATO) and as a separate document. Retain the ACP and any changes throughout the operation.

4. **SAFETY:** This ACP is based on the understanding that FAA ATC facilities will continue to restore all facilities and return to normal operations. Until the FAA is fully operational and can provide radar traffic advisories in the area, a constant vigilance must be made to ensure the safest flight operations. In the meantime, a Command and Control (C2) platform will be on-station to assist in traffic advisory calls but in no way replaces the ATC facility. It is merely to direct recovery operations. Military C2 platforms are not air traffic control agencies and should not provide vectors or altitude assignments without consent of the FAA ATC facility. This document supplements the capabilities of the FAA during degraded operations immediately following Hurricane Rita and will be operational as soon as possible.

   a. Temporary Flight Restrictions are established by the FAA to ensure rescue operations can continue with minimal disruption to rescue and recovery operations; however, media helicopters operate in the same area and pose an additional flight risk.

   b. The RITA GALVESTON JOA encompasses numerous FAA and Non-FAA contract ATC facilities. Communications requirements for all classes of airspace must be obeyed at all times. Check NOTAMs for ATC facilities operational times.

   c. Finally, safety of all aircrews is the number one priority. It can't be stressed enough, when operating in any part of the disaster area; heads-up vigilance must be exercised. The opportunity for near-miss or mid-air is high. If hazards to aviation are observed, immediately take protective measures and provide the latitude/longitude and hazard type to the C2 agency, FAA air traffic control facility and the CAOC at (850) 283-5773.

5. **RITA GALVESTON JOINT OPERATIONS AREA (JOA):** The JOA encompasses the landmass from Matagorda TX East to Lafayette LA, the areas expected to be hardest hit by the destructive path of Hurricane Rita, surface up to but not including 5000' MSL.

   a. JOA 240 longitudinal minutes x 180 latitudinal minutes.

      3100N 09600W to

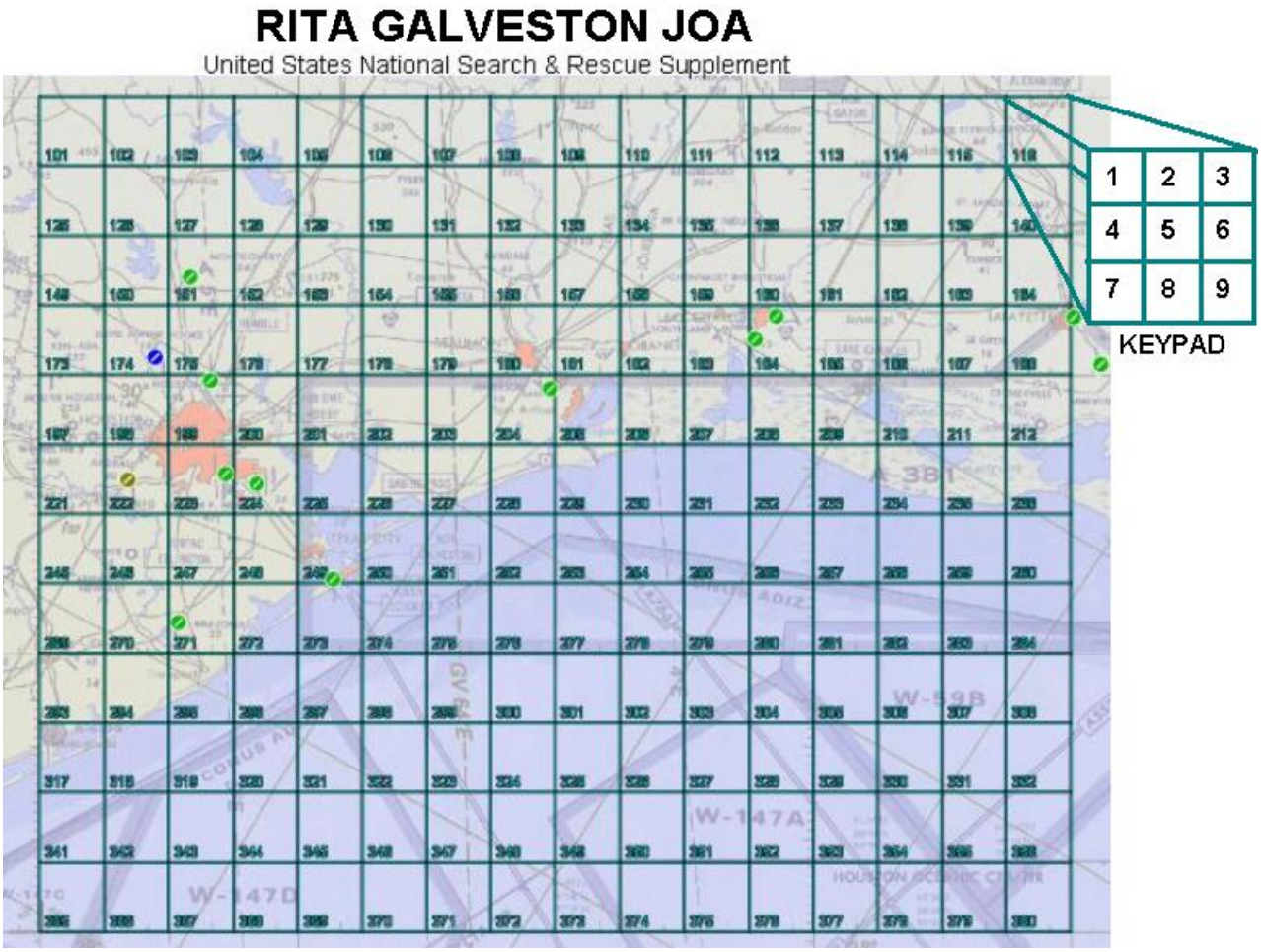
      3100N 09200W to

      2800N 09200W to

      2800N 09600W to originating point

6. **Standardized Sectional Aeronautical Chart Grid and Identification System:** Appendix E, of the United States National Search and Rescue Supplement identifies all of the Sectional Aeronautical Chart Grids for the United States. The Sectional Aeronautical Charts (scale: 1-500,000) are divided into 30-minute latitude and longitude intervals. Each grid chart is numbered consecutively based on the number of grids required to cover each Standard Aeronautical Chart. The RITA GALVESTON JOA may contain grids from Houston, San Antonio, and Brownsville with like numbers. The northwest grid of RITA GALVESTON JOA is the Houston Chart Grid number 101 starting at 3100N 09600W. The grids are identified in the ACO by a three-letter Sectional Aeronautical Chart identifier (HOU–Houston, SAT–San Antonio, and BRO–Brownsville) preceding each grid number. When

referring to a grid location, refer to it as the Houston Chart, San Antonio Chart, or Brownsville Chart and the grid number (Example: "Houston Grid 318" for the whole grid and "Houston Grid 318-5" for the middle keypad.) Each grid is 15 longitudinal minutes by 15 latitudinal minutes. Each grid contains nine sub-grids in a keypad configuration. Each sub grid is 5 longitudinal minutes by 5 latitudinal minutes (keypad) smaller sub-grids. This breakdown is used when a concentrated search is required and as a means of identifying 5-minute sub-grids. Each 5 x 5 minute grid can be further broken down into 2.5 x 2.5 minute quadrants.



7. **OPERATIONS:** Rescue operations and media helicopters within the JOA are conducted under VMC conditions. See and Avoid at all times. Visual Meteorological Conditions (VMC) will be used to the maximum extent possible. In the event of Instrument Meteorological Conditions (IMC), all aircrews will follow instructions from the ATC controlling agency or C2 monitoring agencies. ALL AIRCRAFT SHOULD USE LOCAL ALTIMETER.

8. **MARITIME OPERATIONS:** The US Naval forces may position ships off the coast of to aid in the Humanitarian and Disaster Relief efforts. Expect flight restrictions near U.S. Navy ships. Numerous aircraft will conduct resupply, defensive support and ambulatory currier service to and from hospital ships.

9. CAPABILITIES

a. FAA. The Federal Aviation Administration (FAA) provides positive control to all air traffic operating within the National Airspace System (NAS). The FAA is responsible for separation of aircraft to ensure a safe, orderly and expeditious flow of air traffic within this airspace. The FAA remains the controlling agency for all airspace within the United States.

b. 1st AF/CONR CAOC. The Continental NORAD Region, Combined Air Operations Center is located at Tyndall Air Force Base, Florida. The CAOC provides centralized command of all JTF RITA GALVESTON military air-assets. As the senior military command and control agency in the U.S., the CAOC is responsible for centralized planning while the C2 platform is responsible for decentralized execution. Through partnership with the FAA and other government agencies, CONR maintains an open line of communication to ensure standard operating procedures are established and followed. 1st AF, subordinate to NORAD, interprets higher headquarters guidance and intent, determines priorities, creates a plan, and then monitors air-integration and synchronization of that plan. As the principle authority executing the NORAD Homeland Defense and Civil Support missions, 1st AF is divided into two main organizations, Combat Plans and Combat Operations. Combat Plans produces the Master Air Attack Plan (a military term for "schedule") through the Air Tasking Order (ATO), Airspace Control Order (ACO), Special Instructions (SPINS), and Air Operations Directives (AOD). Combat Operations monitors the execution of the ATO, ACO and SPINS, and coordinates real-time changes to the schedule with the appropriate internal and external agencies. The terms 1st AF, CONR and CAOC used in this document imply the same responsibilities.

c. Airspace Management and Control Team. CONR, Airspace managers are military and civilian air traffic controllers responsible for coordinating and integrating all JTF RITA GALVESTON mission airspace with the FAA. They utilize and incorporate the positive control elements of the National Airspace System (NAS) and procedural control capabilities of Theatre Battle Management Core Systems (TBMCS) computers. In recognition of the FAA's statutory responsibility, military air operations are designed to have as little impact on the NAS system as possible.

d. Command and Control(C2)/ Military Radar Units (MRUs): Integrated radar systems and communications capabilities are used to monitor all aircraft operating within the JOA. MRUs can be an airborne aircraft or a ground-based air defense sector.

SECTION 2– Functional Responsibilities.

The functional responsibilities are not over riding of any duties outlined in current procedures. They are designed to illustrate an expectation between organizations when coordination must occur. In a very broad sense, it demonstrates the interaction between the CONR Airspace Management and Control Team and each of the below components when coordinating JTF RITA GALVESTON airspace.

1. **Airspace Management and Control Team:** Within CONR, the CACC is the CFACCs and the ACAs focal point for airspace coordination matters. Planning and coordination of airspace, both peacetime and wartime, is conducted in the CACC.

    a. The CACC will ensure airspace is coordinated with civil and military air traffic control facilities as well as the air defense sectors. The CACC will ensure ATC plans are compatible with mission requirements and evaluate requests for airspace. The CACC will establish restrictions and, after coordination with the respective mission planner, draft special procedures for the use of airspace, if necessary.

    b. The risk of mid-air collision between friendly aircraft has to be recognized. Airspace Coordinating Measure (ACM) requests will be processed on a first come, first served basis. Airspace managers will identify conflicts to airspace users for resolution. If the users are

unable to resolve identified conflicts, higher authority (CFACC/ Sr FAA Officials) may direct deconfliction or accept risk.

c. Total airspace deconfliction between military vs. military and military vs. civilian traffic would impose undue constraints on the National Airspace System. The ACO will govern usage of airspace with a simple pre-planned system of ACMs that can be adjusted according to mission requirements. To assist with coordination, all component services and civil authorities, as required, will provide liaisons. All air activities will be thoroughly coordinated with FAA representatives prior to implementation.

d. The CACC is subdivided into two cells, one in Combat Plans and one in Combat Operations. The Combat Plans Airspace Management and Control Team's function is to deconflict preplanned ACM's for ATO's in planning and published in the ACO. The Combat Operations Airspace Management and Control Team's primary function is to handle real-time airspace control issues during the ATO/ACO execution phase. Real time changes are accomplished through coordination with the sector FAA Air Defense Liaison Officers (ADLO). If a change needs to be made to an ACO in execution, Combat Plans Airspace Management and Control Team must make it.

e. The FAA is responsible for the approval and authorization for the use of UAVs / RPVs and Aerostats within the National Airspace System (NAS). Coordination is required through the CONR Airspace Management and Control Team, CONR FAA LNO and the Director, System Operations Airspace and Aim in accordance with AFS-400 UAS Policy 05-01. FAA Headquarters authorization shall be obtained prior to the use of any UAV / RPV or aerostat within the NAS.

2. **AIRSPACE CONTROL AUTHORITY (ACA):** See Combined Forces Air Component Commander.

3. **AIR DEFENSE SECTORS:** There are three air defense sectors responsible for maintaining watch over their respective areas within the United States and Puerto Rico. Each sector, NEADS/SEADS/WADS, is responsible for coordinating activities with military and civil authorities as outlined in the FAAH 7610.4. Among their many and varied responsibilities, they issue Airborne Orders (ABOs) and Scramble Orders in accordance with governing guidelines and coordinate with air traffic facilities on airspace activation.

4. **AIRCREW:** Military aircrews supporting JTF RITA GALVESTON are responsible for reading, understanding and complying with the ATO, ACP, ACO, and SPINS. In addition to the tasking set forth in these documents, aircrews are also responsible for filing flight plans, checking FAA Notice to Airman (NOTAMs), receiving a weather briefing, etc. In overseas combat theaters the ATO and the ACO are mission directives. In the US Area of Operation, this is not the case. Aircrews must file standard flight plans through the FAA system, with a delay in the airspace assigned in the ATO. The ATO and ACO as well as the flight plan are the authorization. Missions not tasked by the ATO should be referenced in the SPINS.

5. **US COAST GUARD:** Coast Guard aircraft support the relief efforts. Their tasking, although a part of JTF RITA GALVESTON, should but may not always be included in the ATO or the ACO.

6. **COMBINED FORCES AIR COMPONENT COMMANDER (CFACC):** The First Air Force Commander, located at Tyndall AFB, FL, is designated as the CFACC for JTF RITA GALVESTON. Among many other duties, he also acts as the Airspace Control Authority (ACA) and the Air Defense Commander (ADC). The ACA establishes an airspace need that responds to the guidance provided by the Joint Force Commander (JFC). It provides for an integration of military operations in the NAS, and coordinates JTF RITA GALVESTON airspace requirements. The ACA develops the Airspace Control Plan and, after JFC approval, promulgates it throughout the AO, to include civilian agencies. The ACA delegates airspace coordination responsibilities to the CACC.

7. **1st AF CONR FAA:** The 1st AF CONR FAA LNOs are the airspace coordination link between the Airspace Management and Control Team and FAA facilities. JTF RITA GALVESTON airspace requirements are coordinated through the FAA ADLO to the affected air traffic control facilities to ensure mission accomplishment while limiting the impact to civilian aviation. Conflicts with civilian airspace are coordinated through the FAA ADLO.

8. **CONR/CAOC PLANNERS:** Aircraft platforms that participate in JTF RITA GALVESTON operations have planners located in the AOC. For operational/execution issues 850-283-5312/5573/5480 or DSN 523-5312/5573/5480. For airspace planning issues 850-283-5860/5837 or DSN 523-5860/5837. For tasking issues, contact CONR planners at 850-283-5840/5864/5841 or DSN 523-5840/5864/5841.

9. **AIRSPACE CONTROL ORDER (ACO):** ACMs will be promulgated in the ACO and disseminated to all agencies concerned, military and civilian. The primary distribution method is via the Theater Battle Management Core Systems (TBMCS) or the next generation battle planning tools. The ACO and ATO are also posted on the NORAD home page, the CONR RELCAN website and the CONR SIPR website. However, this mission is unclassified and will be disseminated to civilian agencies at http://1afnorth.region1.ang.af.mil/contingency1/RITA/default.aspx

    a. The ACO will be published daily and will be effective until the next ACO is published. The ACO can be disseminated separately or as part of each basic ATO. If it is connected to the ATO it is located in the Special Instructions (SPINS) section. It is always available in the "AAT" module of TBMCS and on the websites listed in the previous paragraph.

    b. The ACO will carry the same identification and time period as the ATO. Changes to the ACO will be disseminated in the same manner as the original but will be identified by their respective change number. All airspace users should review all changes to the ACO immediately, as it may directly impact their operation.

    c. To ensure the FAA receives timely information on JTF RITA GALVESTON disaster relief operations activity, the CONR FAA LNO will pass along known airspace times shortly after the ACO is published.

10. **Air Tasking Order (ATO):** The ATO is published the same times as the ACO. It is designed to task aircraft to specific a mission and used in conjunction with the ACO.

11. **JOINT OPERATION AREA TRANSITIONING / INGRESS-EGRESS POINTS:** All military aircraft will enter and exit the JOA at one of these locations. Offset at least ½ mile to the right when entering or exiting the JOA. Maintain VFR at 1,000 MSL up to but not including 2,000 MSL. If originating within the JOA, proceed direct to your grid avoiding ATC airspace around airports. Civilian aircraft participating in JOA operations should use the same procedures as the military. Note: As a tribute to Lady Bird Johnson, the grid entry/exit points are named after American wildflowers. Mrs. Johnson, an assiduous advocate for the environment inspires us with her depth of compassion, strength of character, leadership by example skills as well as her spark of intellect and wit.

    a. Blue Bonnet 3100N / 09600W
    b. Catchfly 3100N / 09515W
    c. Alyssum 3100N / 09430W
    d. Yarrow 3100N / 09400W
    e. Verbena 3100N / 09330W
    f. Poppy 3100N / 09245W
    g. Sunflower 3100N / 09200W
    h. Primrose 3015N / 09200W
    i. Paintbrush 2930N / 09200W
    j. Prairie Cover 2845N / 09200W
    k. Bluebell 2800N / 09200W

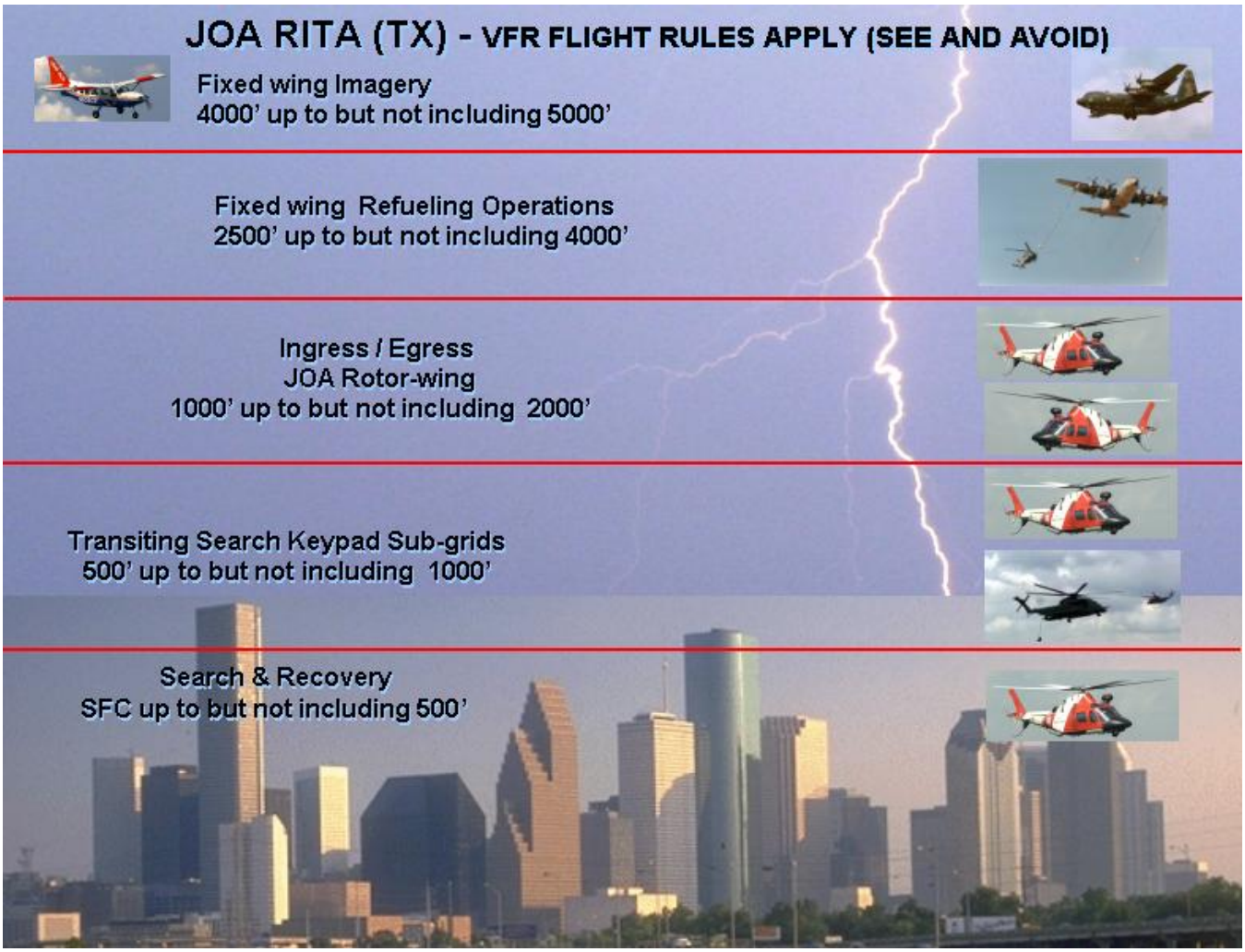
l.	Phlox	2800N / 09245W
m.	Aster	2800N / 09330W
n.	Snapdragon	2800N / 09400W
o.	Daisy	2800N / 09430W
p.	Foxglove	2800N / 09515W
q.	Tansy	2800N / 09600W
r.	Coneflower	2845N / 09600W
s.	Candytuft	2930N / 09600W
t.	Cosmos	3015N / 09600W

12. **JOA SEARCH AND RECOVERY PROCEDURES:** SAR operations will be conducted under VFR flight rules. While conducting active search and recovery operations maintain the altitude block surface up to but not including 500 MSL.

13. **JOA FIXED WING AIR REFUELING PROCEDURES:** Low altitude refueling operations are being conducted in the JOA. Altitudes for refueling operations are VFR between 2,500 MSL up to but not including 4,000 MSL. When not refueling, the C-130 should climb and maintain VFR between 4,000 up to but not including 5,000 MSL.

14. **FIXED WING IMAGERY AIRCRAFT:** Imagery aircraft should operate VFR between 4,000 up to but not including 5,000 MSL.

15. **GRID TRANSITING ROTARY WING AIRCRAFT:** Aircraft transiting between search grids and keypad sub-grids maintain VFR between 500 and up to but not including 1,000 MSL. Active search aircraft maintain VFR surface up to but not including 500' msl. Aircraft entering the JOA must enter/exit at one of the ingress/egress points listed in paragraph 11 above. Transition altitudes when heading 0 – 179 degrees is 500' msl up to but not including 750' msl. Transition altitudes when heading 180 – 359 degrees is 750' up to but not including 1000' msl.



Glossary of Terms (These terms are identified to support current and future operations within the AO)

Airborne Early Warning. The detection of enemy air or surface units by radar or other equipment carried in an airborne vehicle, and the transmitting of a warning to friendly units. Also called AEW. (JP 1-02)

Air Defense Identification Zone. Airspace of defined dimensions within which the ready identification, location, and control of airborne vehicles are required. Also called ADIZ.
(JP 1-02)

Airspace Control Area. Airspace that is laterally defined by the boundaries of the operational area. The airspace control area may be subdivided into airspace control sectors. (JP 1-02)

Airspace Control Authority. The commander designated to assume overall responsibility for the operation of the airspace control system in the airspace control area. Also called ACA. See also airspace control; airspace control area; airspace control system. (JP 1-02)

Airspace Control Boundary. The lateral limits of an airspace control area, airspace control sector, high-density airspace control zone, or airspace restricted area. (This term and its definition modify the existing term and its definition and are approved for inclusion in the next edition of JP 1-02.)

Airspace Control Center. The airspace control authority's primary airspace control facility, including assigned Service component, host nation, and/or multinational personnel and equipment. (This term and its definition modify the existing term and its definition and are approved for inclusion in the next edition of JP 1-02.)

Airspace Control in the Disaster Relief Area. A process used to increase rescue effectiveness by promoting the safe, efficient, and flexible use of airspace. Airspace control is provided in order to reduce the risk mid-air collision and permit greater flexibility of operations.

Airspace Control Order. An order implementing the airspace control plan that provides the details of the approved requests for airspace coordinating measures. It is published either as part of the air tasking order or as a separate document. Also called ACO. (This term and its definition modify the existing term and its definition and are approved for inclusion in the next edition of JP 1-02.)

Airspace Control Plan. The document approved by the joint force commander that provides specific planning guidance and procedures for the airspace control system for the joint force operational area. Also called ACP. See also airspace control system; joint operations area. (This term and its definition modify the existing term and its definition and are approved for inclusion in the next edition of JP 1-02.)

Airspace Control Procedures. Rules, mechanisms, and directions that facilitate the control and use of airspace of specified dimensions. See also airspace control authority; airspace control in a disaster relief zone; airspace control order; airspace control plan. (Approved for inclusion in the next edition of JP 1-02.)

Airspace Control Sector. A sub-element of the airspace control area, established to facilitate the control of the overall area. Airspace control sector boundaries normally coincide with air defense organization subdivision boundaries. Airspace control sectors are designated in accordance with procedures and guidance contained in the airspace control plan in consideration of Service component, host nation, and multinational airspace control capabilities and requirements. See also airspace control area. (This term and its definition modify the existing term and its definition and are approved for inclusion in the next edition of JP 1-02.)

Airspace Control System. An arrangement of those organizations, personnel, policies, procedures, and facilities required to perform airspace control functions. Also called ACS. (JP 1-02)

Airspace Coordinating Measures. Measures employed to facilitate the efficient use of airspace to accomplish missions and simultaneously provide safeguards for friendly forces. Also called ACMs. See also airspace control area; airspace control boundary; airspace control sector; airspace coordination area; high-density airspace control zone; weapons engagement zone. (Approved for inclusion in the next edition of JP 1-02.)

Airspace Coordination Area. A three-dimensional block of airspace in a target area, established by the appropriate ground commander, in which friendly aircraft are reasonably safe from friendly surface fires. The airspace coordination area may be formal or informal. Also called ACA. (JP 1-02)

Airspace Management. The coordination, integration, and regulation of the use of airspace of defined dimensions. (JP 1-02)

Airspace Restrictions. Special restrictive measures applied to segments of airspace of defined dimensions. (JP 1-02)

Air Tasking Order. A method used to task and disseminate to components, subordinate units, and command and control agencies projected sorties, capabilities and/or forces to targets and specific missions. Normally provides specific instructions to include call signs, targets, controlling agencies, etc., as well as general instructions. Also called ATO. (JP 1-02)

Air Traffic Control Facility. Any of the component airspace control facilities primarily responsible for providing air traffic control services and, as required, limited tactical control services. (JP 1-02)

Campaign Plan. A plan for a series of related military operations aimed at accomplishing a strategic or operational objective within a given time and space. (JP 1-02)

Combined Operation. An operation conducted by forces of two or more Allied nations acting together for the accomplishment of a single mission. (JP 1-02)

Concept of Operations. A verbal or graphic statement, in broad outline, of a commander's assumptions or intent in regard to an operation or series of operations. The concept of operations frequently is embodied in campaign plans and operation plans; in the latter case, particularly when the plans cover a series of connected operations to be carried out simultaneously or in succession. The concept is designed to give an overall picture of the operation. It is included primarily for additional clarity of purpose. Also called commander's concept or CONOPS. (JP 1-02)

Coordinating Altitude. A procedural airspace control method to separate fixed- and rotary-wing aircraft by determining an altitude below which fixed-wing aircraft will normally not fly and above which rotary-wing aircraft normally will not fly. The coordinating altitude is normally specified in the airspace control plan and may include a buffer zone for small altitude deviations. (JP 1-02)

Functional Component Command. A command normally, but not necessarily, composed of forces of two or more Military Departments which may be established across the range of military operations to perform particular operational missions that may be of short duration or may extend over a period of time. See also Service component command. (JP 1-02)

Identification, Friend or Foe. A device that emits a signal positively identifying it as a friendly. Also called IFF. See also air defense. (JP 1-02)

Identification, Friend or Foe/Selective Identification Feature Procedures. The directives that govern the use of identification, friend or foe selective identification feature equipment. See also identification, friend or foe. (JP 1-02)

Joint Force. A general term applied to a force composed of significant elements, assigned or attached, of two or more Military Departments, operating under a single joint force commander. (JP 1-02)

Joint Force Air Component Commander. The commander within a unified command, subordinate unified command, or joint task force responsible to the establishing commander for making recommendations on the proper employment of assigned, attached, and/or made available for tasking air forces; planning and coordinating air operations; or accomplishing such operational missions as may be assigned. The joint force air component commander is given the authority necessary to accomplish missions and tasks assigned by the establishing commander.

Joint Force Commander. A general term applied to a combatant commander, sub-unified commander, or joint task force commander authorized to exercise combatant command (command authority) or operational control over a joint force. Also called JFC. (JP 1-02)

Joint Operations Area. An area of land, sea, and airspace, defined by a geographic combatant commander or subordinate unified commander, in which a joint force commander (normally a joint task force commander) conducts military operations to accomplish a specific mission.
Joint operations areas are particularly useful when operations are limited in scope and geographic area or when operations are to be conducted on the boundaries between theaters. Also called JOA. (JP 1-02)

Minimum-Risk Route. A temporary corridor of defined dimensions recommended for use by high-speed, fixed-wing aircraft that presents the minimum known hazards to low-flying aircraft transiting the disaster relief area. Also called MRR. (JP 1-02)

Multinational Operations. A collective term to describe military actions conducted by forces of two or more nations, usually undertaken within the structure of a coalition or alliance. (JP 1-02)

Operational Area. An overarching term encompassing more descriptive terms for geographic areas in which military operations are conducted. Operational areas include, but are not limited to, such descriptors as area of responsibility, theater of war, theater of operations, joint operations area, amphibious objective area, joint special operations area, and area of operations. (JP 1-02)

Positive Control. A method of airspace control that relies on positive identification, tracking, and direction of aircraft within an airspace, conducted with electronic means by an agency having the authority and responsibility therein. (JP 1-02)

Procedural Control. A method of airspace control which relies on a combination of previously agreed and promulgated orders and procedures. (JP 1-02)

Restricted Operations Area. Airspace of defined dimensions, designated by the airspace control authority, in response to specific operational situations/requirements within which the operation of one or more airspace users is restricted. Also called ROA. (JP 1-02)

Rules of Engagement. Directives issued by competent military authority that delineate the circumstances and limitations under which United States forces will initiate and/or continue combat engagement with other forces encountered. Also called ROE. (JP 1-02)

Service Component Command. A command consisting of the Service component commander and all those Service forces, such as individuals, units, detachments, organizations, and installations under that command, including the support forces that have been assigned to a combatant command or further assigned to a subordinate unified command or joint task force. (JP 1-02)

Standard Use Army Aircraft Flight Route. Routes established below the coordinating altitude to facilitate the movement of Army aviation assets. Routes are normally located in the corps through brigade rear areas of operation and do not require approval by the airspace control authority. Also called SAAFR. (JP 1-02)

//SIGNED//

M. SCOTT MAYES

Major General, USAF

Commander